

## AUTOMOBILES.

# LONG WHEEL BASE

A big, long wheel base car is built large to afford not only accommodation for many passengers, but to secure REAL COMFORT AND EASY RIDING to those passengers. The result attained is in the fact that the car is built on a long wheel base, and while others have gradually increased the length of their cars from year to year, and are now approximating the correct idea, THE LOZIER 17 INCH WHEEL BASE has consistently REMAINED FROM THE START, and still remains the same.

A LONG WHEEL BASE CAR RIDES EASIER THAN A SHORT ONE, FOR THE SAME REASON THAT A LONG STEAMER PITCHES AND TOSSES LESS IN THE WATER THAN DOES A SHORTER CRAFT.

THE LOZIER MOTOR CAR, built in STOCK MODELS with long wheel base, but others slowly but surely coming into the line. The fore-sight of our designers over three years ago anticipated the coming of the long wheel base, and while others have gradually increased the length of their cars from year to year, and are now approximating the correct idea, THE LOZIER 17 INCH WHEEL BASE has consistently REMAINED FROM THE START, and still remains the same.

There are other reasons for the long wheel base. And it is apparent that a long base supporting a large, roomy body, without unsightly and unmechanical over-hang, will result in a car of striking appearance. A car with the front axle far back under the motor (which presents difficulties in the matter of steering), and the rear axle too far forward under the body, does not look well because of the lack of proportion of the large motor and large motor with the short wheel base chassis. Nor does the lack of balance conduce to the passengers' comfort.

No more attractive car ever travelled American streets and roads than THE LOZIER MOTOR CAR. It is one of which any car is justly proud. In it, seven passengers, all seating forward, find ample and comfortable accommodation.

SEE THE LOZIER CHASSIS AT OUR SALESROOMS. EARLY DELIVERIES OF 40 H. P. TYPE F TOURING CARS, \$2,500.

## THE LOZIER MOTOR COMPANY

55TH ST. AND BROADWAY.

We will exhibit only at the Seventh National Automobile Show at Madison Square Garden, Jan. 12-19, 1907.

## AMONG THE AUTOMOBILISTS.

### CONTROL OF THE DEMONSTRATING MACHINES.

Show Committee of Automobile Club Has a Plan to Avoid Confusion at the Show.

—Vanderbilt Cup Races to Be on Exhibition at the Garden Show—Gossip.

Having in mind the confusion that has resulted at all of the automobile shows for the last few years, for so long as the demonstrating machines of the various exhibitors was concerned, the show committee of the Automobile Club of America has devised a plan for their seventh show, in the Grand Central Palace, December 12 to 19, which they hope will prevent a repetition of the trouble. As the demonstrating cars for the Grand Central Palace show will be lined up in Forty-third and Forty-fourth streets east of Lexington avenue, a suggestion has been made that each machine have a number and a definite station on one of the streets, so that any one knowing the number of a car could easily find it without trouble or delay. Nearly 100 different makes of cars will be on exhibition, and as there will be at least an equal number of demonstrating cars at hand they probably will be divided into blocks of twenty-five each.

The demonstrating cars numbered from 1 to 25 will be stationed along the south side of Forty-third street, numbers 26 to 50 along the north side of the same street, numbers 51 to 75 along the south side of Forty-fourth street, and numbers 76 to 100 along the north side of Forty-fourth street. In the past it has been the general custom to provide exhibitors and attendants at the shows with buttons that identified them with the show, but as the buttons were frequently lost the A. C. A. show committee has decided to issue cards in place of the buttons.

Recklessness in driving sometimes brings a punishment which would seem to fit the crime when an automobilist driving alone is more or less seriously injured as a direct result of his own heedlessness. In a great majority of cases, however, the reckless one not only escapes personal injury but very often manages to escape from the retribution which should follow. A recent instance where recklessness did not seem to have met with an adequate punishment was that of an automobilist who rounded a blind turn at full speed and ran into a flock of sheep that entirely blocked the road. Eighteen of the animals were killed and five were badly injured. The automobilist was compelled to pay for the sheep he had killed and injured, and it did not seem as if, in this case, he was sufficiently punished by being made to pay for the helpless animals he had run into.

"A paradoxical outcome of the perfected car is the imperfect driver," says an epigrammatic exchange. "Thousands of cars are driven to-day by owners who are as ignorant as the horse-drawn carriage of the past, and who have no idea of the responsibility of the automobile. The astonishing reliability of the modern motor car has led to a false sense of security, and in fact, quite amazing with how little knowledge of matters mechanical the latter day automobilist can manage to get along."

Several of the big foreign racing cars that were exhibited at the Vanderbilt cup race have remained in this country, though some of them were shown at the Paris Salon in December. It is planned by the show committee of the Madison Square Garden show, however, to have some of the cars shipped back to this country at the conclusion of the Paris Salon, that they may be exhibited at the Garden show, which runs from January 12 to 19.

Every attempt to develop the touring capabilities of the electric vehicle and every demonstration of its possibilities has shown that in that respect it is fraught with the deepest interest, says the *Motor World*. Several such efforts have been made, and the result has been favorable to the machine. In more than one instance to a startling degree. From these, as well as from the sterling service which this type is constantly performing under even the most adverse conditions, it is evident that the electric vehicle leaves little to be desired. Barring the question of the range of travel, it is eminently suited to all classes of service, excepting none. It requires but a small amount of expert attention, and is entirely expended in the garage; it is capable of speeds which are fast enough for the most rapid purposes. It is silent in operation, wholesome and altogether a decent vehicle. It is, in fact, the ideal of the future, and the question of its development is one of the most important of the day.

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In motors which are controlled by valves of the overhead type, the valves and the rods and rockers arm the length of the cap-rods is an important factor in the proper operation of the engine. The valves must be set with a slight amount of wear to serve to reduce the opening sufficiently to cause a mysterious loss of power, and not infrequently a difficulty of this sort, or its kindred due to the wear of the trunnions of the rockers may prove most elusive. Carefully going over the timing occasionally, however, will serve to discover this, and is usually set right by means of the regular adjustment always provided.

SEA CLIFF, Nov. 4.—The second leg of the contest of the Sea Cliff Amateur Automobile Club for the Jenkins silver cup was yesterday by George Schoelles. He has a small car with ordinary wheels and won from the big cars on time allowance. His actual time was 43.3 seconds, and his corrected time 34.3 seconds. Fred Cole, who was in a watch, with corrected time of 51 seconds, and Oswald Hebbeln was third, with corrected time of 52.4 seconds. Cole, Hebbeln, Roman, and last week's winner, Herman Drayor and Lewis Ford, who made the best time, raced in heats, with no time taken for a special prize, which was made by a boy under 17 years of age. The best Sea Cliff car will be chosen in the final race on time allowance. His actual time was 43.3 seconds, and his corrected time 34.3 seconds. Fred Cole, who was in a watch, with corrected time of 51 seconds, and Oswald Hebbeln was third, with corrected time of 52.4 seconds. Cole, Hebbeln, Roman, and last week's winner, Herman Drayor and Lewis Ford, who made the best time, raced in heats, with no time taken for a special prize, which was made by a boy under 17 years of age. The best Sea Cliff car will be chosen in the final race on time allowance.

## Autos at Winter Prices.

Big Bargains; Big Stock; Inspection Invited; Demos on wheels given.

2000 National, used one month, \$1,750; \$2,000. Wilson Flyer, like new, \$1,400. Franklin, \$1,500. \$2,000. Cadillac, \$1,800. \$2,000. \$2,500. \$3,000. \$3,500. \$4,000. \$4,500. \$5,000. \$5,500. \$6,000. \$6,500. \$7,000. \$7,500. \$8,000. \$8,500. \$9,000. \$9,500. \$10,000. \$10,500. \$11,000. \$11,500. \$12,000. \$12,500. \$13,000. \$13,500. \$14,000. \$14,500. \$15,000. \$15,500. \$16,000. \$16,500. \$17,000. \$17,500. \$18,000. \$18,500. \$19,000. \$19,500. \$20,000. \$20,500. \$21,000. \$21,500. \$22,000. \$22,500. \$23,000. \$23,500. \$24,000. \$24,500. \$25,000. \$25,500. \$26,000. \$26,500. \$27,000. \$27,500. \$28,000. \$28,500. \$29,000. \$29,500. \$30,000. \$30,500. \$31,000. \$31,500. \$32,000. \$32,500. \$33,000. \$33,500. \$34,000. \$34,500. \$35,000. \$35,500. \$36,000. \$36,500. \$37,000. \$37,500. \$38,000. \$38,500. \$39,000. \$39,500. \$40,000. \$40,500. \$41,000. \$41,500. \$42,000. \$42,500. \$43,000. \$43,500. \$44,000. \$44,500. \$45,000. \$45,500. \$46,000. \$46,500. \$47,000. \$47,500. \$48,000. \$48,500. \$49,000. \$49,500. \$50,000. \$50,500. \$51,000. 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